



CITY OF DETROIT  
PLANNING & DEVELOPMENT DEPARTMENT

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February 21, 2005

Detroit City Council  
1340 Coleman A. Young Municipal Center  
Detroit, Michigan 48226

**RE: Response to Questions, Comments and Recommendations to the Proposed  
Capital Agenda for 2005-06 Through 2009-10**

Honorable City Council,

The Planning & Development Department has received numerous questions, comments, and recommendations on the Proposed Capital Agenda for 2005-06 through 2009-10 from City Council, Councilmembers Alberta Tinsley-Talabi and Sheila M. Cockrel, as well as members of the public at a Public Hearing on February 9<sup>th</sup> and continued on February 17<sup>th</sup>, 2005. The questions were forwarded to the appropriate Departments. Many Departments responses were given to Planning and Development Department for inclusion in a comprehensive Capital Agenda informational response.

Therefore, the Planning & Development Department is forwarding the attached document "City Departments' Responses to Questions, Comments and Recommendations to the Proposed Capital Agenda for 2005-06 Through 2009-10". Some Departments have responded directly to City Council and may not be included in the attached.

Respectfully submitted,

Burney Johnson  
Director of Planning Activities

Attachment

cc: Walter Watkins  
Roger Short  
Ashanté LaDille



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TO: HONORABLE CITY COUNCIL

FROM: BURNEY JOHNSON, DIRECTOR OF PLANNING ACTIVITIES  
PLANNING AND DEVELOPMENT DEPARTMENT

DATE: FEBRUARY 21, 2005

RE: CITY DEPARTMENTS' RESPONSES TO QUESTIONS, COMMENTS  
AND RECOMMENDATIONS TO THE PROPOSED CAPITAL AGENDA  
FOR 2005-06 THROUGH 2009-10

Planning and Development Department has collected the following responses to questions, comments and recommendations to the Proposed Capital Agenda for 2005-6 through 2009-10. These informational responses are from the following listed Departments, and are not recommendations from the Planning Director or the Planning and Development Department.

Airport Department

Question: What is the status of the FAA approval of a new airport runway?

Response: The Master Plan update with the proposed replacement is undergoing an airspace review. The FAA evaluates the runway relative to airways in use by surrounding airports to ensure that no conflicts occur. This process was initiated in mid-January and may take up to 120 days before comments are returned.

Question: What is the status of the Airport mini-take project?

Response: We received additional funding from the FAA to acquire and relocate approximately 15-16 additional households. We are beginning Phase III with this activity.

Question: Are any of the "Other Sources" funding coming from Passenger Facility Charges (PFC)?

Response: No. When airline service is restored a PFC will certainly be a part of the "other sources" of capital funds.

Question: How much was collected in PFCs last year and how much is budgeted in the current year?

Response: Since there is no airline at the present time no PFC's were collected last year nor budgeted for this year. The current airport customers and users are not subject to the passenger facility charge.

Question: How does the Risk Assessment Study just recently completed by the FAA for City Airport differ from the Cost/Benefit Analysis or the Environmental Impact Study that are scheduled to begin this year and next?

Response: The Risk Assessment is to gauge the risk factors involved with moving forward with the proposed project. Factors include assumptions that are driving the project and the ability of the airport sponsor and/or airport to complete the proposed project. The Risk Assessment Study is required when projects involve public investment over \$25 million.

The Benefit Cost Analysis is an attempt to forecast and model the airport post-development including potential users and financial impacts.

The Environmental Document studies the impact on various quality of life issues such as air quality, noise, wetlands, runoff, etc. The items studied total 22 areas to be addressed.

While the documents are interrelated, they all serve different purposes and are a part of the development process. These studies are funded 95% by the FAA.

Question: Request the Airport Department to explore the means to reopen East McNichols between French Road and Conner.

Response: The Airport Department has looked at reopening McNichols Road several times and it returns a matter of

crippling the facility's operation because of the substantial shortening of the runway that would occur with said road reopening. Reopening is a part of the proposed Master Plan, but cannot be achieved without a negative impact currently.

### **Charles H. Wright Museum of African American History**

Question: How would the use of administrative office space as a new gallery affect the operation of the Museum?

Response: The Museum's administrative operations will not be affected. The Museum plans to relocate the office space currently being used by the Sales & Retail Operations Department to other administrative space. To facilitate the move, the Museum plans to contract with an architectural engineer to make recommendations and develop plans for the most efficient use of space. Possible ideas include the elimination of an employee lounge area that is presently underutilized.

Question: Are there any plans to replace the office space with new construction in the future:

Response: Presently, there are no plans for new construction. Management believes the installation of the proposed Black Inventor's Gallery will not require additional space. However, any further expansion of public areas and exhibition space beyond this initiative may require capital construction.

### **Department of Public Works**

Question: On page 93 of the Capital Agenda, it is indicated that the proposed Intelligent Transportation System is to be paid from G.O. bonds and that reimbursement will be made from State or Federal sources. How much reimbursement is expected? When would reimbursement occur? Is this the type of project that can only be reimbursed or can the City wait to receive grant money and not expend GO bond funds?

Response: We are pursuing Federal Funding participation for this project, which is expected to be about \$3 million. Any amount over and above the federal funds and any

cost not eligible for federal funds will be paid out of Bond Funds. The design of the project is underway and the most precise cost information will be available in July 2005.

### DDOT

Question: What is the possible impact of recently proposed reductions in the bus system's hours of operation on the department's capital agenda?

Response: Bus service hour reductions have no impact on DDOT's capital budget.

Question: In order to lower fuel and maintenance costs, the department should consider purchasing and utilizing a number of smaller buses to service passengers at off-peak hours.

Response: If we utilized smaller buses, maintenance costs would still remain the same because the purchase would consist of "heavy-duty" smaller buses (35-footers, instead of 40-footers). The smaller bus must be heavy duty in order to properly run "stop-and-go" fixed-route, linehaul service. Buses smaller than 35-feet would require increased maintenance and maintenance costs and not provide adequate service to our customers because "stop-and-go" activities would result in much wear and tear on the vehicles.

Question: Explain the difference between the \$900 million in capital projects stated in the text and the total cost of the projects listed at about 65.8 million.

Response: The \$900 million in capital funding represent DDOT's need for capital requests only (Federal Transit Administration (FTA) Section 5309 TEA-21 program). Although, we know, with certainty, that all of these dollars are discretionary only and are not guaranteed on a yearly basis, we do submit requests of our needs to our Metropolitan Planning Organization (SEMOG) and the State's Transportation Improvement Program (STIP) - Federal requirement. These discretionary requests must be submitted just in case Federal dollars become available. If Federal dollars do become available, funding will be given according to STIP entries only. Generally, we receive between \$12 million to \$15 million yearly to be utilized on

bus and bus-related equipment.

The \$65.8 million in resources are formula funds under FTA TEA-21 Section 5307 dollars. Section 5307 formula funds, known as Urbanized Area Formula Program funds, are apportioned by statutory formula to urbanized areas to provide capital, operating and planning assistance in urbanized areas. These formula dollars are fiscally constrained (funding shows little deviation in amounts received from year to year) and distributed annually to each State. The population and density of each State determine the appropriated/apportioned amounts received. The resources totaling the \$65.8 consist of Section 5307, Section 3037 (JARC), CMAQ, and FHWA dollars. Line items consist of bus and bus-related equipment, improvements and services.

Question: Provide the status of the Downtown Transit Center, Central Terminal Improvement, and Gilbert Terminal ventilation system replacement projects.

Response:

DOWNTOWN DETROIT TRANSIT CENTER

Parcel 1 land purchase closing date occurred on 2/4/05; a traffic impact analysis is underway to evaluate anticipated traffic operations surrounding the transit center; DTE Energy drawings for gas relocations are being prepared for City of Detroit and MDOT permits; DDOT conducts weekly meetings with engineering firm for finalization of the site plans for construction.

CENTRAL/GILBERT TERMINAL IMPROVEMENTS

The Gilbert Tailpipe exhaust system has been completed as part of the rehabilitation/renovation repairs to the facility last year. Employees relocated back to this facility on August 28, 2004. The Central facility repair documents are being prepared for a bid package. The repairs will include replacement of hoists, encapsulation (specialized paint that can be powerwashed) of the garage and Storekeeper's area.

Question: Consider deleting Fare Integration System and the Job Access/Reverse projects unless DDOT can demonstrate how these projects are capital investments in the physical structure or construction.

Response:

#### FARE MEDIA/INTEGRATION SYSTEM

Our plans are to implement various revenue-generating technologies focused on market-oriented vs. general fare restructuring, by adding potential revenue-producing mechanisms (e.g., joint development, leasing, and advertising). The project will include technology market fare equipment, new development of fare equipment, development of a performance-based system for new fare equipment, and installing a fare/revenue analysis system to acquire accurate data essential to increase ridership and revenue.

#### JOB ACCESS AND REVERSE COMMUTE PROGRAM

DDOT submits grant applications for continuing funding for transportation-to-work services for welfare recipients and low-income residents living in the city of Detroit and other metropolitan Detroit communities. Public transit providers, demand-response vans, and taxi services will provide city-to-suburb and suburb-to-city trips to and from jobs and job-related destinations. The program is operated by the City of Detroit Employment and Training Department, a Michigan Works! Agency. At present, funding in the amount of \$5.25 million is being processed for approval.

#### DTC (People Mover)

Question: Why are the Long Term Inspection program and Maintenance Training considered as capital programs?

Response: What is presented in the Capital Agenda is the complete Capital Improvement Program for the People Mover system. The long term inspection program and maintenance training are to be paid for with operating dollars and reimbursed by the Beam Escrow Account. The funding for these programs was set aside in a Escrow investment account (Beam and Column Inspection, Maintenance and Repair Fund) for this specific purpose. These funds were also mandated under the terms of the original operating agreement of the system. Although these activities will be expensed, their inclusion in the Capital Agenda shows the Detroit Transportation Corporation commitment and compliance to the original escrow agreement.

**Municipal Parking Department (responses by Detroit Building Authority)**

Question: What are the estimated costs for the repairs for the Premier Garage?

Response: There is no cost for repairs for the Premier Garage water infiltration problems. Any repair cost will be the responsibility of either the contractor or engineering company that designed or constructed the facility. However, it appears that the recent work in the garage has resolved the water infiltration problem. A test period of approximately 30 days is needed to fully assess the impact of the recent work in the garage and we expect to finalized the results later this month. There is no additional cost for the recent work completed at the garage.

Question: Are the repairs a result of errors or flaws in design or construction?

Response: See first answer.

Question: Consider deleting construction management as a project unless the department can justify why it is more beneficial to use private firms rather than the Detroit Building Authority.

Response: The Detroit Building Authority (DBA) uses construction management consultants to supplement the limited staff of the DBA. This helps to level the work flow to assure city departments that any project presented to the DBA can be completed effectively and efficiently.

**Office of the Homeland Security**

Question: Will the integration of the Emergency Operations Center with the Transportation System meet all the needs of the Homeland Security Office?

Response: Although the Emergency Operations Center and TMC will occupy different areas of the same facility, each will be separate and distinct in functionality. Current plans allow for sharing of various technologies (video feed,



camera control, mapping, etc.), this will enhance overall departmental efficiency and effectiveness.

### **Detroit Public Library**

Question: Can any of the funds generated from the recent millage approvals be used for capital projects?

Response: No, the ballot proposal requested that the voters impose taxes on their property for operating and maintaining the library system, not for major capital improvements. Please recognize that the Library will use these operational dollars to enhance the technology throughout the system, strengthen library services to senior citizens, children and young adults.

Question: Has the library Commission investigated the potential of partnering with the private sector for support of major renovations?

Response: The Detroit Public Library continues its endeavors to partner with other sectors of the community from exploratory discussions with Detroit Public Schools to the Skillman Foundation grant in October of 2000 for \$5,000,000. The Library had applied for a grant from the Michigan Council for the Arts and Cultural Affairs in May 2004 for \$100,000 grant to renovate the Cass Avenue entrance. The Library applied through the City of Detroit's Department of Cultural Affairs, Arts and Tourism. The Library additionally has met with representatives of the City of Detroit's Planning and Development Department and the Historic Designation Advisory Board about grant opportunities for the Main Library on Woodward and branches. The Friends of the Detroit Public Library have and continually explore the potential for major benefactors for capital. The Director of the Library has spoken personally to various corporate leaders.

### **Public Lighting**

Question: Please prioritize the department's capital projects.

Response: PLD submitted the 5 year capital project plan included in the City Capital Agenda in priority order.

Question: What would be required to make the department completely self sufficient?

Response: PLD needs an annual allocation of \$10 \$20 million dollars in capital funds to continue upgrades of the department infrastructure, as indicated by the projects identified in the Capital Agenda.

Question: Is there a particular reason that no funds have been planned for FY 2005/06 for the Public Lighting Department?

Response: The department submitted a list of capital improvement projects (in priority order and totaling \$9,800,000.00) to the Budget Department, and are awaiting their decision to allocate capital funds to PLD for next fiscal year.

Question: (Page 254 of the Capital Agenda) I see that the department is proposing to overhaul the power production units. This suggests that the department is abandoning plans to purchase new gas turbines/production units. Is this a correct assumption?

Response: No, this is not a correct assumption! Until enough capital funds can be identified and allocated to PLD for new units, the existing units must be maintained which includes periodic overhauls.

Question: Over the last few years plans were drawn up to replace lights in the historical neighborhoods but funds aren't readily available to complete all areas. Yet, the planning for these projects are absent from the Capital Agenda. Please explain when these are planned to be completed and why weren't they included?

Response: The relighting of historical neighborhoods will be completed as Capital funding becomes available and allocated to PLD. It is the department's intent to use funds from the Street Lighting Modernization category to fund these projects. Indian Village and Berry Subdivision is the next area that will receive street light modernization.

### **Recreation**

Question: What is the status of the Boat Club?

Response: The Planning and Development Department is now responsible for soliciting proposals for development of the Boat Club.

Question: Are there any plans for adaptive reuse?

Response: Plans for adaptive reuse would be included in RFQ documents received by Planning and Development from interested consultants.

Question: What are the plans for formal adoption of the Belle Isle Master Plan?

Response: The Recreation Department is currently working to update the Belle Isle Master Plan to include major renovations that have recently taken place, as well as to update the six-year-old cost estimate figures. We expect to have an updated plan for Council's review sometime this summer 2005.

Question: What is the status of a conservancy to be created for Belle Isle?

Response: Although the Department has been active in working towards making this idea a realization, nothing to date has been formalized.

Question: Page 275. You indicate that the Casino at Belle Isle is in need of renovation. Is that renovation included in the plans in the Capital Agenda? If so, during what year?

Response: This spring 2005, the Recreation Department will be demolishing and removing the current cracked concrete pavers, pre-cast planters, curbing, patio area, with new colored concrete stairs at the patio, porch and ramp locations. In addition, new concrete curbing will be laid along the shrub edges and planters.

Question: Page 264. Over the last few years we have spent millions to replace roofing materials at Chene Park because the roof cannot withstand our harsh winters. Has the department considered replacing the entire roof instead of fixing the roof yearly?

Response: The cost to replace the entire roof at Chene Park would cost the Recreation Department in excess of six million dollars. Roof failures in the past that caused significant damage were due to exorbitant snow and ice build-up. The weight of this build-up being over the weight capacity of the fabric roof panels, thus causing the fabric panels to tear. To combat this seasonal problem the DRD has initiated a maintenance system whereas a rigging specialist specifically trained to be on the roof at Chene is called in when needed to remove excess snow and ice. In addition, the roof is inspected biannually by the panel installer to check for and repair small tears before they develop into larger panel failures. This system has proved successful over the last few years and has saved the City from paying for additional costly panel replacements.

#### **Detroit Water and Sewer Department**

Question: What are the current plans for and status of the new main office project for the Water and Sewerage Department?

Response: The plans for a new Water Dept. main office is currently on hold and under review/assessment. A definite decision on the direction of this project will be made no later than December 31, 2005.